FEDERAL AVIATION ADMINISTRATION

AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT

BIWEEKLY 2000-07

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Federal Aviation Administration
Regulatory Support Division
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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; + - See AD for additional information.

Biweekly 2000-01

99-27-01		Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219
99-27-03		Fokker	F27 Mark 050 Series
99-27-04		Rolls-Royce	Engine: Dart 506, 510, 511, 514, 525, 526, 529, 530, +
99-27-05		Boeing	767-200, -300, and -300F Series
99-27-06		Boeing	757-200, -200PF, and -200CB Series
99-27-07	S 98-25-53	Airbus	A300 B4-600R and A300 F4-600R Series
99-27-08		SAAB	SAAB SF340A and SAAB 340B Series
99-27-09		Airbus	A300 B4-203 Series
99-27-10		Airbus	A310 and A300-600 Series
99-27-11		British Aerospace	BAC 1-11 200 and 400 Series
99-27-13		Fokker	F27 Mark 050 Series
99-27-14	S 99-01-15	Airbus	A340-211, -212-, -213, -311, -312, and -313 Series
99-27-15		General Electric	Engine: GE90-76B, -77B, -85B, -90B, and -92B
99-27-16		CFE	Engine: CFE738-1-1B
2000-01-51	E	Bombardier	CL-600-2B16 (CL-604)

Biweekly 2000-02

98-19-15 R1	R 98-19-15	Fairchild	SA226-T, SA226-T(B), SA226-AT, SA226-TC +
99-26-21		Boeing	737-300, -400, -500, -600, -700, and -800 Series
2000-01-01		Airbus	A300 B2-1A, B2-1C, B2-203, B2K-3C, B4-103, B4-2C +
2000-01-02		Raytheon	BAe.125 Series 1000A and 1000B and Hawker 1000 Series
2000-01-03		SAAB	SAAB 2000 Series
2000-01-04		SAAB	SAAB 2000 Series
2000-01-07		Bombardier	DHC-8-100, -200, and -300 Series
2000-01-08		British Aerospace	ATP
2000-01-09		General Electric	Engine: CJ610 Series and CF700 Series
2000-01-12	S 97-14-11	Bombardier	CL-600-2B19 (Regional Jet Series 100) Series
2000-01-13	S 99-08-12	Pratt & Whitney	Engine: JT9D-7, -7A, -7H, -7AH, -7F, -7J, -20, -20J +
2000-01-14		Boeing	777 Series
2000-01-15		Fokker	F27 Mark 050 Series
2000-01-17		McDonnell Douglas	MD-90 Series
2000-01-18		McDonnell Douglas	DC-8 Series
2000-01-51		Bombardier	CL-604 variant of Canadair Model CL-600-2B16 Series
2000-02-01		McDonnell Douglas	DC-8 Series
2000-02-02		Short Brothers	SD3-60 SHERPA, SD3-SHERPA Series and SD3-30 Series
2000-02-03		Boeing	737-300, -400, and -500 Series
2000-02-04		Airbus	A300 Series, A300-600, and A310 Series
2000-02-13		Bombardier	DHC-8-100, -200, and -300 Series

Biweekly 2000-03

99-26-03	COR	McDonnell Douglas	MD-11 Series
2000-02-05	S 98-24-01	British Aerospace	Jetstream 4101
2000-02-06		Bombardier	DHC-8-100, -200, and -300 Series
2000-02-07		Bombardier	DHC-7-100 Series
2000-02-08		Dornier	328-100 Series
2000-02-10		Boeing	747 Series
2000-02-11		Boeing	777-200 Series
2000-02-15		Raytheon	65-90, 65-A90, B90, and C90
2000-02-17		Rolls-Royce	Engine: RB211 Trent 768-60, 772-60, and 772B-60 Series
2000-02-18	S 97-09-14	Boeing	737-100, -200, -300, -400, and -500 Series

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Biweekly 2000-03...Cont'd

2000-02-19	S 90-02-16	Boeing	727 Series
2000-02-20	S 95-13-12 R1	Boeing	767 Series
2000-02-21		British Aerospace	Jetstream 4101
2000-02-22		Boeing	747-400 Series
2000-02-23		McDonnell Douglas	DC-9-10, -20, -30, -40, and -50 Series and DC-9-81, +
2000-02-24		Airbus	A300, A310, and A300-600 Series
2000-02-33		Boeing	747-400 Series
2000-02-34		Bombardier	CL-600-2B19 (Regional Jet Series 100) Series
2000-02-35		Raytheon	DH.125, HS.125, BH.125 Series 1A, 1B, 3A, 400A, +
2000-02-36	S 98-20-10	Airbus	A319, A320, and A321 Series
2000-02-37		Boeing	747 Series
2000-02-38	S 91-20-07	Airbus	A300, A300-600, and A310 Series
2000-03-01		Boeing	747-100 and -200 Series
2000-03-02		General Electric	Engine: GE90-90B, -85B, and -76B Series
2000-03-03		General Electric	Engine: CF34-3A1 and -3B1 Series

Biweekly 2000-04

99-23-26 R1		General Electric	Engine: CF34-1A, CF34-3A, -3A1, -3A2, and CF34-3B +
2000-02-27		Empresa	EMB-110P1 and EMB-110P2
2000-02-39		Airbus	A300 Series
2000-03-04		General Electric	Engine: CF6-80C2 Series turbofan
2000-03-05		Boeing	737-200 Series
2000-03-07		Rolls-Royce	Engine: RB211-524H-36 Series turbofan
2000-03-08		McDonnell Douglas	MD-90-30
2000-03-10		McDonnell Douglas	MD-11 Series
2000-03-11		McDonnell Douglas	MD-11 Series
2000-03-12		McDonnell Douglas	MD-11 Series
2000-03-13		McDonnell Douglas	MD-11 Series
2000-03-14		McDonnell Douglas	MD-11 Series
2000-03-15		McDonnell Douglas	MD-11 and MD-11F Series
2000-03-16		McDonnell Douglas	MD-11 Series
2000-03-17	S 97-23-01	Fairchild	SA226 and SA227 Series
2000-03-20		Airbus	A300-600
2000-03-21		Boeing	767
2000-03-22		Boeing	747-100, -200, and 747SP Series
2000-04-02		Boeing	737-100, -200, -300, -400, and -500 Series
2000-04-03		McDonnell Douglas	DC-3 and DC-4 Series
2000-04-04		Fokker	F.28 Mark 0070 and 0100 Series
2000-04-05		Israel	Astra SPX Series
2000-04-06		Airbus	A319, A320, and A321 Series
2000-04-07		British Aerospace	ATP
2000-04-08		Boeing	737-200C Series
2000-04-09		Empresa	EMB-135 and EMB-145 Series
2000-04-10		Hoffmann	Propeller: HO27( ) and HO4/27 Series
2000-04-11		Airbus	A319, A320, and A321 Series

Biweekly 2000-05

98-21-21	R1	Bob Fields Aerocessories	Appliance: Electric inflatable door seals
2000-03-51		McDonnell Douglas	DC-9, MD-90-30, 717-200, and MD-88
2000-04-13		Aerospatiale	ATR72 Series

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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Biweekly 2000-05...Cont'd

2000-04-14		General Electric	Engine: CF6-80C2 A1/A2/A3/A5/A8/A5F/B1/B2/B4/B6 +
2000-04-17		Boeing	747-100, -200, and -300 Series
2000-04-18		Boeing	757 Series
2000-04-19		Dassault	Mystere-Falcon 50 Series
2000-04-22		Rolls-Royce	Engine: RB211-524G2-T-19, RB211-524G3-T-19, +
2000-04-23		Dornier	328-100 Series and 328-300 Series
2000-05-09		Boeing	757-200, -200PF, and –200CB Series
2000-05-10		General Electric	Engine: GE90-85B Series turbofan

Biweekly 2000-06

2000-03-03	COR	General Electric	Engine: CF34-3A1 and -3B1 Series turbofan
2000-04-24		Honeywell International	Appliance: 36-300(A), 36-280(B), and 36-280(D) Series
2000-05-01		McDonnell Douglas	MD-11 Series
2000-05-02		Fokker	F27 Mark 050, 200, 500, and 600 Series
2000-05-04		Airbus	A330 and A340 Series
2000-05-05		Construcciones Aeronauticas	CN-235-100 and CN-235-200 Series
2000-05-07		Airbus	A300 and A300-600 Series
2000-05-08		Airbus	A319 and A321 Series
2000-05-14	S 80-22-53	AlliedSignal	Engine: ALF502 and LF507 Series turbofan
2000-05-18		Airbus	A300, A310, and A300-600 Series
2000-05-19		Boeing	727 Series
2000-05-20		Dassault	Fan Jet Falcon, Mystere-Falcon 20, 50, 00, and 900 Series +
2000-05-21		Airbus	A319, A320, A321, A330, and A340 Series
2000-05-24		Honeywell International	Appliance: KAP 140 or KFC 225 autopilot system
2000-05-25	S 96-14-09	British Aerospace	BAe 146-100A, and -300 Series
2000-05-26	S 93-18-04	Aerospatiale	ATR42-200, ATR42-300, and ATR42-320 Series
2000-05-27	S 98-21-06	British Aerospace	BAe 146-100A, -200A, and -300A Series
2000-05-28		British Aerospace	BAe 146 and Avro 146-RJ Series
2000-05-29		Boeing	737-100, -200, -300, -400, and -500 Series
2000-05-30		Boeing	747-100, -100B, -100B SUD, -200B, -200C, -200F, -300 +
2000-06-02		Dornier	228-100, 228-101, 228-200, 228-201, 228-202, +
2000-06-04		Fairchild	SA226-T, SA226-AT, SA226-T(B), SA227-AT, +

Biweekly 2000-07

2000-05-22		CFM International	Engine: CFM56-2, -2A, -2B, -3, -3B, and -3C Series
2000-06-08	S 98-01-15	Airbus	A330-301, -321, -322, -341, -342, A340-211, -212, -213, +
2000-06-13	S 98-25-06	Boeing	737-200, -200C, -300, -400 Series
2000-07-01	S 98-13-34	Embraer-Empresa Brasileira	EMB-145 Series
2000-07-02		McDonnell Douglas	MD-11 Series
2000-07-51	E	McDonnell Douglas	717-200 Series

CFM INTERNATIONAL
AIRWORTHINESS DIRECTIVE
ENGINE
LARGE AIRCRAFT

2000-05-22 CFM INTERNATIONAL: Amendment 39-11632. Docket 99-ANE-57-AD.

Applicability: CFM International (CFMI) CFM56-2, -2A, -2B, -3, -3B, and -3C series turbofan engines, installed on but not limited to McDonnell Douglas DC-8 series, Boeing 737 series, as well as Boeing E-3, E-6, and KC-135 (Military) series airplanes.

NOTE 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To detect cracks in the bolt holes of high pressure turbine (HPT) front rotating air seals, which can lead to an uncontained engine failure and damage to the aircraft, accomplish the following:

One-Time Eddy Current Inspections (ECI) Based Upon Engine Model and Thrust Ratings

(a) Perform a one-time ECI for cracks in the bolt holes of HPT front rotating air seals, part number 1282M72P03, and, if necessary, replace with serviceable parts, as follows:

CFM56-3 Series

(1) For CFM56-3-B1 engine nameplate models with HPT front rotating air seals listed by serial number (S/N) in paragraph 1.A(1), Effectivity, of CFMI CFM56-3/3B/3C Service Bulletin (SB) 72-922, dated November 12, 1999, inspect in accordance with the procedures described in Paragraph 2, Accomplishment Instructions, of that SB, and in accordance with the intervals listed in paragraph (a)(4)(i) or (a)(4)(ii) of this AD, as applicable.

(2) For CFM56-3B-2 models with maximum thrust limited to 20,100 or 18,500 pounds by the flight management computer (FMC) and aircraft flight manual (AFM), with HPT front rotating air seals listed by S/N in paragraph 1.A(1), Effectivity, of CFMI CFM56-3/3B/3C SB 72-922, dated November 12, 1999, inspect in accordance with the procedures described in Paragraph 2, Accomplishment Instructions, of that SB, and in accordance with the intervals listed in paragraph (a)(4)(i) or (a)(4)(ii) of this AD, as applicable.

(3) For CFM56-3C-1 models with maximum thrust limited to 20,100 or 18,500 pounds by the FMC and AFM, with HPT front rotating air seals listed by S/N in paragraph 1.A(1), Effectivity, of CFMI CFM56-3/3B/3C SB 72-922, dated November 12, 1999, inspect in accordance with the procedures described in Paragraph 2, Accomplishment Instructions, of that SB, and in accordance with the intervals listed in paragraph (a)(4)(i) or (a)(4)(ii), as applicable.

Compliance Times for (a)(1), (a)(2), and (a)(3)

(4) Use the following compliance times for the engine models listed in paragraphs (a)(1), (a)(2), and (a)(3) of this AD:

(i) For HPT front rotating air seals with less than 10,000 cycles since new (CSN) on the effective date of this AD, inspect at the next engine shop visit after accumulating 4,000 CSN, not to exceed 13,000 CSN.

(ii) For HPT front rotating air seals with 10,000 CSN or more on the effective date of this AD, inspect at the next engine shop visit prior to accumulating 3,000 cycles-in-service (CIS) after the effective date of this AD, or prior to accumulating 20,000 CSN, whichever occurs first.

(5) For CFM56-3B-2 engine nameplate models, with HPT front rotating air seals listed by S/N in paragraph 1.A(1), Effectivity, of CFMI CFM56-3/3B/3C SB 72-922, dated November 12, 1999, inspect in accordance with the procedures described in Paragraph 2, Accomplishment Instructions, of that SB, and in accordance with the intervals listed in paragraphs (a)(7)(i), or (a)(7)(ii) of this AD, as applicable.

(6) For CFM56-3C-1 models with maximum thrust limited to 22,100 pounds by the FMC and AFM, with HPT front rotating air seals listed by S/N in paragraph 1.A(1), Effectivity, of CFMI CFM56-3/3B/3C SB 72-922, dated November 12, 1999, inspect in accordance with the procedures described in Paragraph 2, Accomplishment Instructions, of that SB, and in accordance with the intervals listed in paragraphs (a)(7)(i), or (a)(7)(ii) of this AD, as applicable.

Compliance Times for (a)(5) and (a)(6)

(7) Use the following compliance times for the engine models listed in paragraphs (a)(5) and (a)(6) of this AD:

(i) For HPT front rotating air seals with less than 9,800 CSN on the effective date of this AD, inspect at the next engine shop visit after accumulating 4,000 CSN, not to exceed 12,800 CSN.

(ii) For HPT front rotating air seals with 9,800 CSN or more on the effective date of this AD, inspect at the next engine shop visit prior to accumulating 3,000 CIS after the effective date of this AD, or prior to accumulating 15,800 CSN, whichever occurs first.

(8) For CFM56-3C-1 engine nameplate models, with HPT front rotating air seals listed by S/N in paragraph 1.A(1), Effectivity, of CFMI CFM56-3/3B/3C SB 72-922, dated November 12, 1999, inspect in accordance with the procedures described in Paragraph 2, Accomplishment Instructions, of that SB, as follows:

(i) For HPT front rotating air seals with less than 9,100 CSN on the effective date of this AD, inspect at the next engine shop visit after accumulating 4,000 CSN, not to exceed 12,100 CSN.

(ii) For HPT front rotating air seals with 9,100 CSN or more on the effective date of this AD, inspect at the next engine shop visit prior to accumulating 3,000 CIS after the effective date of this AD, or prior to accumulating 15,100 CSN, whichever occurs first.

Uninstalled Parts

(9) Prior to installation in CFM56-3/3B/3C series engines, inspect uninstalled parts listed by S/N in paragraph 1.A(1), Effectivity, of CFMI CFM56-3/3B/3C SB 72-922, dated November 12, 1999, in accordance with Paragraph 2, Accomplishment Instructions, of that SB.

CFM56-2 Series

(10) For CFM56-2 engine nameplate models, with HPT front rotating air seals listed by S/N in paragraph 1.A(1), Effectivity, of CFMI CFM56-2 SB 72-869, dated November 12, 1999, inspect in accordance with the procedures described in Paragraph 2, Accomplishment Instructions, of that SB, as follows:

(i) For HPT front rotating air seals with less than 9,100 CSN on the effective date of this AD, inspect at the next engine shop visit after accumulating 4,000 CSN, not to exceed 10,100 CSN.

(ii) For HPT front rotating air seals with 9,100 CSN or more on the effective date of this AD, inspect at the next engine shop visit prior to accumulating 1,000 CIS after the effective date of this AD, or prior to accumulating 13,100 CSN, whichever occurs first.

Uninstalled Parts

(11) Prior to installation in CFM56-2 series engines, inspect uninstalled parts listed by S/N in paragraph 1.A(1), Effectivity, of CFMI CFM56-2 SB 72-869, dated November 12, 1999, in accordance with Paragraph 2, Accomplishment Instructions, of that SB.

CFM56-2A Series

(12) For CFM56-2A engine nameplate models, with HPT front rotating air seals listed by S/N in paragraph 1.A(1), Effectivity, of CFM56-2A SB 72-470, dated November 12, 1999, inspect in accordance with the procedures described in Paragraph 2, Accomplishment Instructions, of that SB, after accumulating 3,000 CSN but before accumulating 6,000 CSN.

Uninstalled Parts

(13) Prior to installation in CFM56-2A series engines, inspect uninstalled parts listed by S/N in paragraph 1.A(1), Effectivity, of CFMI CFM56-2A SB 72-470, dated November 12, 1999, in accordance with the procedures described in Paragraph 2, Accomplishment Instructions, of that SB.

CFM56-2B Series

(14) For CFM56-2B engine nameplate models, with HPT front rotating air seals listed by S/N in paragraph 1.A(1), Effectivity, of CFM56-2B SB 72-611, dated November 12, 1999, inspect in accordance with the procedures described in Paragraph 2, Accomplishment Instructions, of that SB, after accumulating 3,000 CSN but before accumulating 6,000 CSN.

Uninstalled Parts

(15) Prior to installation in CFM56-2B series engines, inspect uninstalled parts listed by S/N in paragraph 1.A(1), Effectivity, of CFMI CFM56-2B SB 72-611, dated November 12, 1999, in accordance with the procedures described in Paragraph 2, Accomplishment Instructions, of that SB.

Replace Cracked Parts

(16) Prior to further flight, replace cracked HPT front rotating air seals with serviceable parts.

Definition

(b) For the purpose of this AD, an engine shop visit is defined as the next time, after the effective date of this AD, an engine is in the shop for the purpose of maintenance or inspection.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office (ECO). Operators shall submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

Incorporation by Reference

(d) The inspections shall be done in accordance with the following CFMI SB's: CFMI CFM 56-3/3B/3C SB 72-922, dated November 12, 1999; CFMI CFM56-2 SB 72-869, dated November 12, 1999; CFM56-2A SB 72-470, dated November 12, 1999, and CFM56-2B SB 72-611, dated November 12, 1999. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from CFM International, Technical Publications Department, 1 Neumann Way, Cincinnati, OH 45215; telephone (513) 552-2800, fax (513) 552-2816. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

Ferry Flights

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the inspection requirements of this AD can be accomplished.

(f) This amendment becomes effective on May 2, 2000.

FOR FURTHER INFORMATION CONTACT:

James Rosa, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7152, fax (781) 238-7199.

Issued in Burlington, Massachusetts, on March 7, 2000.

David A. Downey, Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

AIRBUS INDUSTRIE
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2000-06-08 AIRBUS INDUSTRIE: Amendment 39-11648. Docket 99-NM-185-AD. Supersedes AD 98-01-15, Amendment 39-10277.

Applicability: The following airplanes, certificated in any category, equipped with Aerospatiale Flight Control Primary Computer (FCPC), part number (P/N) LA2K01500190000:

- Model A330-301, -321, -322, -341, and –342 series airplanes; excluding those on which Aerospatiale FCPC's, P/N LA2K01500210000 (Airbus Modification 45631), have been installed.
- Model A340-211, -212, -213, -311, -312, and -313 series airplanes; excluding those on which Aerospatiale FCPC's, P/N LA2K01500210000 (Airbus Modification 45485), have been installed.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent uncommanded movement of the trimmable horizontal stabilizer (THS), which could result in reduced controllability of the airplane, accomplish the following:

RESTATEMENT OF REQUIREMENTS OF AD 98-01-15:

(a) Within 500 flight hours after January 28, 1998 (the effective date of AD 98-01-15, amendment 39-10277), perform an operational test of the THS override mechanism to determine if the override system functions correctly, in accordance with paragraph (a)(1) or (a)(2) of this AD, as applicable. Repeat the operational test thereafter at intervals not to exceed 500 flight hours.

(1) For Model A330 series airplanes: Perform the test in accordance with Airbus Service Bulletin A330-27-3051, dated February 13, 1997; and, prior to further flight, repair any discrepancy in accordance with this service bulletin.

(2) For Model A340 series airplanes: Perform the test in accordance with Airbus Service Bulletin A340-27-4058, dated February 13, 1997; and, prior to further flight, repair any discrepancy in accordance with this service bulletin.

NEW REQUIREMENTS OF THIS AD:

(b) Within 15 months after the effective date of this AD, accomplish the actions specified by either paragraph (b)(1) or paragraph (b)(2) of this AD, in accordance with Airbus Service Bulletin A330-27-3056, Revision 01, dated May 5, 1998 (for Model A330 series airplanes), or Service Bulletin A340-27-4061, Revision 02, dated May 5, 1998 (for Model A340 series airplanes); as applicable.

(1) Replace three Flight Control Primary Computers (FCPC) (2CE1, 2CE2, and 2CE3), P/N LA2K01500190000, with new FCPCs, P/N LA2K01500210000; in accordance with the applicable service bulletin. Such replacement constitutes terminating action for the requirements of paragraph (a) of this AD.

(2) Replace the on-board replaceable module (OBRM) of the three FCPCs (2CE1, 2CE2, and 2CE3), P/N LA2K01500190000, with OBRMs that have been modified by converting FCPC P/N's to LA2K01500210000 in accordance with the applicable service bulletin. Such replacement constitutes terminating action for the requirements of paragraph (a) of this AD.

Spares

(c) As of the effective date of this AD, no person shall install on any airplane an FCPC, P/N LA2K01500190000.

Alternative Methods of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Operations Inspector or Principal Avionics Inspector or Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116. NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(f) The actions shall be done in accordance with Airbus Service Bulletin A330-27-3051, dated February 13, 1997; Airbus Service Bulletin A340-27-4058, dated February 13, 1997; Airbus Service Bulletin A330-27-3056, Revision 01, dated May 5, 1998; or Airbus Service Bulletin A340-27-4061, Revision 02, dated May 5, 1998; as applicable.

(1) The incorporation by reference of Airbus Service Bulletin A330-27-3056, Revision 01, dated May 5, 1998; and Airbus Service Bulletin A340-27-4061, Revision 02, dated May 5, 1998; is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Airbus Service Bulletin A330-27-3051, dated February 13, 1997; and Airbus Service Bulletin A340-27-4058, dated February 13, 1997; was approved previously by the Director of the Federal Register as of January 28, 1998 (63 FR 1909, January 13, 1998).

(3) Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 3: The subject of this AD is addressed in French airworthiness directives 98-124-069(B) (for Model A330 series airplanes) and 98-126-085(B) (for Model A340 series airplanes), both dated March 11, 1998.

(g) This amendment becomes effective on May 4, 2000.

FOR FURTHER INFORMATION CONTACT:

Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

Issued in Renton, Washington, on March 20, 2000.

Donald L. Riggin, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

THE BOEING COMPANY
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2000-06-13 BOEING: Amendment 39-11654. Docket 99-NM-84-AD. Supersedes AD 98-25-06, Amendment 39-10931.

Applicability: The following airplane models, certificated in any category:

- Model 737-200 and -200C series airplanes, line numbers 6 through 873 inclusive;
- Model 737-200, -200C, -300, and -400 series airplanes; line numbers 874 through 1642 inclusive; equipped with an aft cargo door having Boeing part number (P/N) 65-47952-1 or P/N 65-47952-524; excluding:

1. Those airplanes on which that door has been modified in accordance with Boeing Service Bulletin 737-52-1079; or
2. Those airplanes on which the door assembly having P/N 65-47952-524 includes four straps (P/N's 65-47952-139, 65-47952-140, 65-47952-141, and 65-47952-142) and a thicker lower cross beam web (P/N 65-47952-157).

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent fatigue cracking of the corners of the door frame and the cross beams of the aft cargo door, which could result in rapid depressurization of the airplane, accomplish the following:

RESTATEMENT OF THE REQUIREMENTS OF AD 98-25-06:

Inspections and Corrective Actions

(a) Within 90 days or 700 flight cycles after December 24, 1998 (the effective date of AD 98-25-06, amendment 39-10931), whichever occurs later, perform an internal detailed visual inspection to detect cracking of the corners of the door frame and the cross beams of the aft cargo door, in accordance with Boeing Service Bulletin 737-52-1079, Revision 5, dated May 16, 1996, or Boeing Alert Service Bulletin 737-52A1079, Revision 6, dated November 18, 1999.

(1) If no cracking is detected, accomplish the requirements of either paragraph (a)(1)(i) or (a)(1)(ii) of this AD.

(i) Repeat the internal visual inspection thereafter at intervals not to exceed 4,500 flight cycles. Or

(ii) Prior to further flight, modify the corners of the door frame and the cross beams of the aft cargo door in accordance with the service bulletin. Accomplishment of such modification constitutes terminating action for the repetitive inspection requirements of paragraph (a)(1)(i) of this AD.

(2) If any cracking is detected in the upper or lower cross beams, prior to further flight, modify the cracked beam in accordance with paragraph III.C. of Part I of the Accomplishment Instructions of the service bulletin. Accomplishment of such modification constitutes terminating action for the repetitive inspection requirements of paragraph (a)(1)(i) of this AD for the repaired beam.

(3) If any cracking is detected in the forward or aft upper door frame, prior to further flight, repair the frame and modify the corners of the door frame of the aft cargo door, in accordance with paragraph III.E. of Part I of the Accomplishment Instructions of the service bulletin, except as provided by paragraph (b) of this AD. Accomplishment of such modification constitutes terminating action for the repetitive inspection requirements of paragraph (a)(1)(i) of this AD for the upper door frame.

NOTE 2: Cracks of the forward or aft upper door frame, regardless of length, must be repaired prior to further flight in accordance with paragraph III.E. of Part I of the Accomplishment Instructions of the service bulletin.

(4) If any cracking is detected in the forward or aft lower door frame, prior to further flight, replace the damaged frame with a new frame, and modify the corners of the door frame of the aft cargo door, in accordance with paragraph III.F. of Part I of the Accomplishment Instructions of the service bulletin. Accomplishment of such modification constitutes terminating action for the repetitive inspection requirements of paragraph (a)(1)(i) of this AD for the lower door frame.

(b) Where Boeing Service Bulletin 737-52-1079, Revision 5, dated May 16, 1996, or Boeing Alert Service Bulletin, 737-52A1079, Revision 6, dated November 18, 1999, specifies that certain repairs are to be accomplished in accordance with instructions received from Boeing, this AD requires that, prior to further flight, such repairs be accomplished in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

NEW REQUIREMENTS OF THIS AD:

Inspections and Corrective Actions

(c) If any cracking of the outer chord of the upper or lower cross beams of the aft cargo door is detected as a result of any inspection required by paragraph (a) of this AD, prior to further flight, repair in accordance with a method approved by the Manager, Seattle ACO; Boeing Alert Service Bulletin, 737-52A1079, Revision 6, dated November 18, 1999; or in accordance with data meeting the type certification basis of the airplane approved by a Boeing Company Designated Engineering Representative who has been authorized by the FAA to make such findings.

(d) Within 4,500 flight cycles or one year after the effective date of this AD, whichever occurs later: Perform a high frequency eddy current inspection (HFEC) to detect cracking of the four corners of the door frame of the aft cargo door, in accordance with the procedures specified in Boeing 737 Nondestructive Test Manual, Part 6, Chapter 51-00-00 (Figure 4 or Figure 23), or Boeing Alert Service Bulletin, 737-52A1079, Revision 6, dated November 18, 1999;

(1) If no cracking of the corners of the door frame of the aft cargo door is detected, repeat the HFEC inspections thereafter at intervals not to exceed 4,500 flight cycles until accomplishment of the modification specified in paragraph (e) of this AD.

(2) If any cracking of the corners of the door frame of the aft cargo door is detected, prior to further flight, replace the damaged frame with a new frame, and modify the four corners of the door frame, in accordance with Parts II and III of the Accomplishment Instructions of Boeing Service Bulletin 737-52-1079, Revision 5, dated May 16, 1996, or Boeing Alert Service Bulletin 737-52A1079, Revision 6, dated November 18, 1999. Accomplishment of such modification constitutes terminating action for the repetitive inspection requirements of paragraph (d)(1) of this AD for that door frame.

Terminating Action

(e) Prior to the accumulation of 12,000 total flight cycles, or within 4 years after the effective date of this AD, whichever occurs later: Modify the four corners of the door frame and the cross beams of the aft cargo door, in accordance with Part II of the Accomplishment Instructions of Boeing Service Bulletin 737-52-1079, Revision 5, dated May 16, 1996, or Boeing Alert Service Bulletin 737-52A1079, Revision 6, dated November 18, 1999. Accomplishment of such modification constitutes terminating action for the repetitive inspection requirements of this AD.

NOTE 3: Accomplishment of the modification required by paragraph (a) of AD 90-06-02, amendment 39-6489, is considered acceptable for compliance with paragraph (e) of this AD.

NOTE 4: Modification of the corners of the door frame and the cross beams of the aft cargo door accomplished prior to the effective date of this AD in accordance with Boeing Service Bulletin 737-52-1079, dated December 16, 1983; Revision 1, dated December 15, 1988; Revision 2, dated July 20, 1989; Revision 3, dated May 17, 1990; Revision 4, dated February 21, 1991; is considered acceptable for compliance with paragraph (e) of this AD.

Alternative Methods of Compliance

(f) (1) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

(2) Alternative methods of compliance, approved previously in accordance with AD 98-25-06, amendment 39-10931, are approved as alternative methods of compliance with this AD.

NOTE 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(g) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(h) Except as provided in paragraphs (b), (c), (d), and (d)(1) of this AD, the actions shall be done in accordance with Boeing Service Bulletin 737-52-1079, Revision 5, dated May 16, 1996, or Boeing Alert Service Bulletin 737-52A1079, Revision 6, dated November 18, 1999.

(1) The incorporation by reference of Boeing Alert Service Bulletin 737-52A1079, Revision 6, dated November 18, 1999, is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Boeing Service 737-52-1079, Revision 5, dated May 16, 1996, was approved previously by the Director of the Federal Register as of December 24, 1998 (63 FR 67769, December 9, 1998).

(3) Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on May 9, 2000.

2000-06-13

FOR FURTHER INFORMATION CONTACT:
Nenita Odesa, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2557; fax (425) 227-1181.

Issued in Renton, Washington, on March 24, 2000.
Donald L. Riggin, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

EMBRAER - EMPRESA BRASILEIRA DE AERONAUTICA S.A.
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2000-07-01 EMPRESA BRASILEIRA DE AERONAUTICA S.A. (EMBRAER): Amendment 39-11655. Docket 99-NM-203-AD. Supersedes AD 98-13-34, Amendment 39-10625.

Applicability: All Model EMB-145 series airplanes, serial numbers 145004 through 145103 inclusive, 145105, and 145106; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the nose landing gear (NLG) to extend and lock down properly, which could result in damage to the airplane structure, and consequent reduced controllability of the airplane upon landing, accomplish the following:

RESTATEMENT OF REQUIREMENTS OF AD 98-13-34, AMENDMENT 39-10625

Functional Test

(a) Within 50 flight hours after July 9, 1998 (the effective date of AD 98-13-34, amendment 39-10625), perform an emergency extension (free-fall) functional test of the NLG, to ensure that the mechanism extends and locks down properly, in accordance with EMBRAER Alert Service Bulletin 145-32-A029, dated April 15, 1998. Repeat the functional test and lubrication procedures thereafter at intervals not to exceed every "A" check, but no later than 400 flight cycles.

NOTE 2: The alert service bulletin references EMBRAER Aircraft Maintenance Manual (AMM), Chapter 32-34-00, as an additional source of service information for accomplishment of the emergency extension functional test.

(1) If the extension time of the landing gear is within 30 seconds, prior to further flight, lubricate all NLG hinge points in accordance with Figure 1 of the Accomplishment Instructions of the alert service bulletin.

(2) If the extension time of the landing gear exceeds 30 seconds, prior to further flight, accomplish the requirements of paragraphs (a)(2)(i) and (a)(2)(ii) of this AD.

(i) Lubricate all NLG hinge points in accordance with Figure 1 of the Accomplishment Instructions of the alert service bulletin. And

(ii) Perform a normal system functional test of the NLG for five cycles, and repeat the emergency extension functional test specified by paragraph (a) of this AD. If the extension and locking time still exceeds 30 seconds, prior to further flight, repair in accordance with a method approved by either the Manager, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate, or the Departmento de Aviacao Civil (DAC) (or its delegated agent).

NOTE 3: The alert service bulletin references EMBRAER AMM, Chapter 32-30-00, as an additional source of service information for accomplishment of the normal system functional test.

(3) If any malfunction other than that specified in paragraph (a)(2) of this AD is detected, prior to further flight, repair in accordance with a method approved by the Manager, Atlanta ACO, or the DAC (or its delegated agent).

NEW REQUIREMENTS OF THIS AD

Terminating Modification

(b) Within 2,000 flight hours after the effective date of this AD, accomplish paragraphs (b)(1) and (b)(2) of this AD. Accomplishment of paragraphs (b)(1) and (b)(2) of this AD constitutes terminating action for the requirements of paragraph (a) of this AD.

(1) Replace the nose landing gear door solenoid valve, part number (P/N) 2225-0100-001, with a new valve, P/N 2225-0100-003; and replace the landing gear (LG) safety pins holder, P/N 145-27571-001, with a new holder, P/N 145-37912-001; in accordance with EMBRAER Service Bulletin 145-32-0036, dated February 1, 1999.

(2) Replace the nose landing gear maneuvering actuator, P/N 1300B0000-01, with a new actuator, P/N 1300B0000-02, in accordance with EMBRAER Service Bulletin 145-32-0037, dated February 12, 1999.

Spares

(c) As of the effective date of this AD, no person shall install a nose landing gear door solenoid valve, P/N 2225-0100-001, a landing gear safety pins holder, P/N 145-27571-001, or a nose landing gear maneuvering actuator P/N 1300B0000-01, on any airplane.

Alternative Methods of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

Special Flight Permits

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(f) Except as provided by paragraphs (a)(2)(ii) and (a)(3), the actions shall be done in accordance with EMBRAER Alert Service Bulletin 145-32-A029, dated April 15, 1998; EMBRAER Service Bulletin 145-32-0036, dated February 1, 1999; or EMBRAER Service Bulletin 145-32-0037, dated February 12, 1999; as applicable.

(1) The incorporation by reference of EMBRAER Service Bulletin 145-32-0036, dated February 1, 1999; and EMBRAER Service Bulletin 145-32-0037, dated February 12, 1999; is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of EMBRAER Alert Service Bulletin 145-32-A029, dated April 15, 1998, was approved previously by the Director of the Federal Register as of July 9, 1998 (63 FR 34274, June 24, 1998).

(3) Copies may be obtained from Empresa Brasileira de Aeronautica S.A. (EMBRAER), P.O. Box 343 – CEP 12.225, Sao Jose dos Campos - SP, Brazil. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 5: The subject of this AD is addressed in Brazilian airworthiness directives 98-05-01, dated May 12, 1998, and 98-05-01R1, dated July 8, 1999.

(g) This amendment becomes effective on May 9, 2000.

FOR FURTHER INFORMATION CONTACT:

Rob Capezzuto, Aerospace Engineer, Systems and Flight Test Branch, ACE-116A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone (770) 703-6071; fax (770) 703-6097.

Issued in Renton, Washington, on March 27, 2000.

Donald L. Riggin, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

MCDONNELL DOUGLAS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2000-07-02 MCDONNELL DOUGLAS: Amendment 39-11656. Docket 2000-NM-86-AD.

Applicability: Model MD-11 series airplanes, as listed in McDonnell Douglas Alert Service Bulletin MD11 33A069, dated March 10, 2000; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To detect a broken light bulb housing and the resultant exposed power contactor, which could cause the Captain, First Officer, or Right Observer map light to short or overheat, and consequent smoke or fire in the cockpit, accomplish the following:

(a) Within 30 days after the effective date of this AD, accomplish the actions specified in either paragraph (a)(1), or (a)(2) or (a)(3) of this AD, as applicable, in accordance with McDonnell Douglas Alert Service Bulletin MD11-33A069, March 10, 2000.

Option 1 (Deactivate Map Light Assemblies)

(1) For Groups 1 and 2 airplanes identified in the alert service bulletin: Disconnect, coil, and stow power wires to each Captain, First Officer, and Right Observer map light assembly, until the requirements of paragraph (a)(2) or (a)(3) of this AD, as applicable, have been accomplished.

NOTE 2: Repetitive inspections of the deactivated map light assemblies are not required.

Option 2 (Inspect/Replace/Deactivate Map Light Assemblies)

(2) For Group 1 airplanes identified in the alert service bulletin: Modify and reidentify the insulation blankets adjacent to the Captain and First Officer map light assemblies; and perform a general visual inspection to detect damage of the Captain, First Officer, and Right Observer map light assemblies.

NOTE 3: For the purposes of this AD, a general visual inspection is defined as "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

(i) Condition 1 (No Damage Found). If no damage is detected, repeat the general visual inspection of the map light assemblies and adjacent insulation blankets thereafter at intervals not to exceed 700 flight hours.

(ii) Condition 2 (Damage Found). If any damage is detected, prior to further flight, accomplish the actions specified in either paragraph (a)(2)(ii)(A) or (a)(2)(ii)(B) of this AD in accordance with the alert service bulletin.

(A) Option 1 (Replace Damaged Map Light Assemblies). Replace the map light assembly with a new or serviceable light assembly. Repeat the general visual inspection of the map light assemblies and adjacent insulation blankets thereafter at intervals not to exceed 700 flight hours.

(B) Option 2 (Deactivate Damaged Map Light Assemblies). Disconnect, coil, and stow power wires to each damaged Captain, First Officer, and Right Observer map light assembly, until the requirements of paragraph (a)(2)(ii)(A) of this AD have been accomplished.

(3) For Group 2 airplanes identified in the alert service bulletin: Perform a general visual inspection to detect damage of the Captain, First Officer, and Right Observer map light assemblies, and perform the actions specified in either paragraph (a)(2)(i) or (a)(2)(ii) of this AD, as applicable, at the time(s) indicated in that paragraph.

NOTE 4: For Group 2 airplanes identified in McDonnell Douglas Alert Service Bulletin MD11-33A069, dated March 10, 2000: Modification and reidentification of the insulation blankets are not required. Prior to delivery of Group 2 airplanes, the insulation blankets were modified.

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of

safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

Special Flight Permits

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(d) The actions shall be done in accordance with McDonnell Douglas Alert Service Bulletin MD11-33A069, dated March 10, 2000. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. C1-L51 (2-60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on April 20, 2000.

FOR FURTHER INFORMATION CONTACT:

Brett Portwood, Technical Specialist, Systems Safety and Integration, Systems and Equipment Branch, ANM-130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (562) 627-5350; fax (562) 627-5210.

Issued in Renton, Washington, on March 28, 2000.

John J. Hickey, Manager, Transport Airplane Directorate, Aircraft Certification Service.

MCDONNELL DOUGLAS
AIRWORTHINESS DIRECTIVE
EMERGENCY
LARGE AIRCRAFT

2000-07-51 MCDONNELL DOUGLAS: Docket No. 2000-NM-99-AD.

Applicability: All Model 717-200 series airplanes, certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of all altitude information and subsequent essential navigation data for continued safe flight and landing, accomplish the following:

(a) Prior to further flight, coil and stow the electrical wires between the glareshield control panel and the Integrated Standby Instrument System in accordance with Boeing Alert Service Bulletin 717-34A0002, dated March 30, 2000.

(b) Prior to further flight, revise the abnormal procedures of the Procedures section of the FAA-approved Airplane Flight Manual (AFM) to include procedures for identifying and pulling certain circuit breakers. This must be accomplished by inserting Boeing Interim Operating Procedure 2-17, dated March 31, 2000, into the AFM.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

Special Flight Permits

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) AD 2000-07-51, issued on April 1, 2000, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT: Thomas Phan, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5342; fax (562) 627-5210.

Issued in Renton, Washington, on April 1, 2000.
Donald L. Riggin, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.